

The Hongkong Telegraph.

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MONDAY, JULY 31 1905.

一月三十日

英七月一號

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.—
Sterling Reserve.....\$10,000,000 \$18,000,000
Silver Reserve\$8,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. Dickson, H. Schubart, Esq.
E. Goetz, Esq. E. Shellim, Esq.
G. H. Medhurst, Esq. Hon. R. Shewan.
A. J. Raymond, Esq. N. A. Siebs, Esq.
F. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGER:
Shanghai—H. E. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 17th May, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH, Chief Manager.

Hongkong, 18th May, 1905. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORISED.....\$10,000,000
CAPITAL PAID UP.....\$10,000,000
RESERVE FUND.....\$1,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.
LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED; UNION OF LONDON AND SMITH'S BANK, LTD.; BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT, Manager.

20, Des Voeux Road, Hongkong, 16th May, 1905. [24]

Hongkong, 17th July, 1905. [25]



THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Edo, Maizuru, Kure, Shimomatsu, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Mikaze, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotaka, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshiro, Yunokihara and other Coals.

S. MINAMI, Manager, Hongkong. [38]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
IN LIQUIDATION.

TIME TABLE.
WEEK DAYS.

7.00 a.m. to 7.30 a.m.Every 30 minutes.
7.30 a.m. to 8.00 a.m.Every 10 minutes.
8.00 a.m. to 8.30 a.m.Every 15 minutes.
8.30 a.m. to 9.30 a.m.Every 10 minutes.
9.30 a.m. to 11.00 a.m.Every 15 minutes.
11.30 a.m. to 12.45 p.m.Every 15 minutes.
12.45 p.m. to 1.15 p.m.Every 10 minutes.
1.15 p.m. to 1.45 p.m.Every 15 minutes.
1.45 p.m. to 2.15 p.m.Every 10 minutes.
2.15 p.m. to 3.00 p.m.Every 15 minutes.
3.30 p.m. to 4.00 p.m.Every 15 minutes.
5.00 p.m. to 6.00 p.m.Every 10 minutes.
6.00 p.m. to 8.00 p.m.Every 15 minutes.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. Every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.Every 15 minutes.
9.00 a.m. to 9.30 a.m.Every 30 minutes.
9.30 a.m. to 10.30 a.m.Every 15 minutes.
10.30 a.m. to 11.00 a.m.Every 10 minutes.
12.00 Noon to 1.00 p.m.Every 10 minutes.
1.00 p.m. to 5.00 p.m.Every 15 minutes.
5.00 p.m. to 6.00 p.m.Every 10 minutes.
6.00 p.m. to 7.00 p.m.Every 15 minutes.
7.00 p.m. to 8.00 p.m.Every 10 minutes.

NIGHT CARS.
Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS—by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, 18th July, 1905. [41]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUNDS FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and

P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT

REASONABLE PRICES.

Hongkong, 21st March, 1905. [44]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STRAMERS	TO SAIL ON	REMARKS
LONDON and ANTWERP VIA			
SINGAPORE, PENANG, COLOMBO and PORT SAID			

YOKOHAMA VIA SHANGHAI, MOJI and KOBE, CANDIA, PORT ARTHUR, DALNY.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE, CANDIA, PORT ARTHUR, DALNY.

SINGAPORE and BOMBAY, MAZAGON.

LONDON, COROMANDEL.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 31st July, 1905. [27]

Intimations.

When nature

flags,

and health fails,

try

BOVRIL

TRY IT

"CLUB"

THAT'S ALL.

Pronounced the best Scotch Whisky at the price on the Market.

Per Dozen \$14.00

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 22nd June, 1905. [36]

PHOTO SUPPLIES.

LONG, HING & Co.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [35]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905. [36]

A. F. DAVIES,
Acting Manager.

VICTORIA HOTEL, MACAO HOTEL,
SILAMEEN, CANTON, MACAO, CHINA,
ON THE BRITISH CONCESSION.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

W. FARMER, Proprietor.

HOTEL CRAIGIEBURN, PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 60.
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1905. [38]

CONNAUGHT HOTEL, Telephone, No. 170.
CONNAUGHT.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, elegantly furnished. Hydraulic Elevator. Excellent Cuisine and Wines. Hot and Cold Water Baths and Shower Baths. Under European Management. Launch Service for Guests.

Hongkong, 16th June, 1905. [38]

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE
KOWLOON HOTEL. KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.**HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
" " "POWAN,"	2,338 "	G. F. Morrison, R.N.R.
" " "FATSHAN,"	2,260 "	R. D. Thomas.
" " "HANKOW,"	3,073 "	C. V. Lloyd.
" " "KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.**HONGKONG-MACAO-LINE.**

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO-STEAMBOAT CO., LTD.**THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.****CANTON-WUCHOW LINE.**

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine.
" " "NANNING,"	509 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahing, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Fing-Hau, Tak-Hing, Doshing and Fong-Chueo. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES—Canton to Wuchow.....Single \$15.00. Return \$15.00.

Canton to Tak HingSingle \$12.50. Return \$21.00.

Canton to SamshuiSingle \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

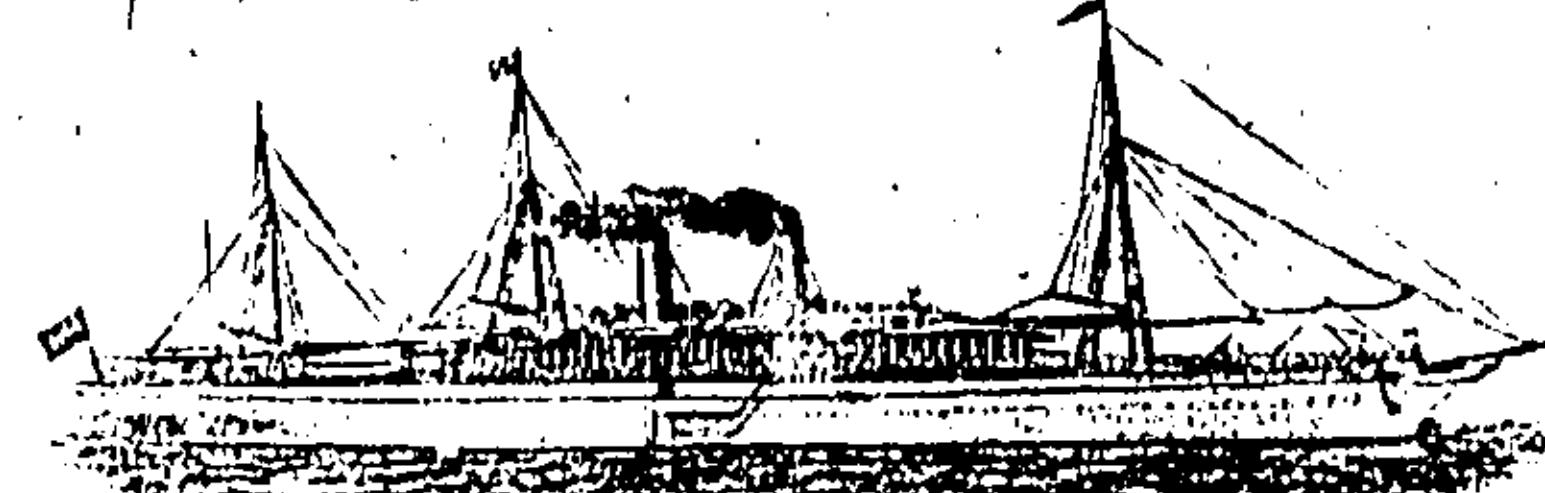
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st July, 1905.

CANADIAN PACIFIC RAILWAY COY'S. ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers. Tons. Commanders. Sailing Dates.

R.M.S. "EMPERESS OF CHINA,"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 2nd Aug.
" " "ATHENIAN,"	2,400	S. Robinson, R.N.R.	WEDNESDAY, 9th Aug.
" " "EMPERESS OF INDIA,"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 23rd Aug.
" " "TARTAR,"	4,425	W. Davison, R.N.R.	WEDNESDAY, 13th Sept.
" " "EMPERESS OF JAPAN,"	6,000	H. Pybus, R.N.R.	WEDNESDAY, 20th Sept.

Hongkong to London, 1st Class, \$110. 2nd St. Lawrence £60. 3rd New York £62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail

.....\$40. " " "42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 10 DAYS, and make connection with the PALatial OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage apply to

Mr. E. BROWN, General Agent.

Hongkong, 31st July, 1905.

Corner Pedder Street and Praya, opposite Blake Pier.

HAMBURG-AMERIKA LINIE.**DEUTSCHASIAZISCHER DIENST.**

Taking Cargos at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIc PORTS; NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.**SUBJECT TO ALTERATION.**

Steamers. Destinations. Sailing Dates.

ACILIA	HAVRE AND HAMBURG.	6th August.	Freight.
SCHILKE	(Calling at SPORE, PENANG & COLOMBO).	6th August.	Freight.
ALESIA	HAMBURG.	10th August.	Freight.
Sachs	(Calling at SPORE, PENANG & COLOMBO).	14th August.	Freight.
SPEZIA	HAVRE AND HAMBURG.	23rd August.	Freight.
Ehlers	(Calling at SPORE, PENANG & COLOMBO).	23rd August.	Freight.
SAMBIA	HAVRE, BREMEN AND HAMBURG.	23rd August.	Freight.
Lindig	(Calling at SPORE, PENANG & COLOMBO).	23rd August.	Freight.
RHENANIA	HAVRE AND HAMBURG.	6th Sept.	Freight and Passengers.
Förck	(Calling at SPORE, PENANG & COLOMBO).	10th Sept.	Freight and Passengers.
SCANDIA	HAVRE AND HAMBURG.	10th Sept.	Freight and Passengers.
v. Doehren	(Calling at SPORE, PENANG & COLOMBO).	4th October.	Freight and Passengers.
SILESIA	HAVRE AND HAMBURG.	4th October.	Freight and Passengers.
Bäble	(Calling at SPORE, PENANG & COLOMBO).	18th October.	Freight and Passengers.
SLAVONIA	HAVRE AND HAMBURG.	18th October.	Freight and Passengers.
Mäden	(Calling at SPORE, PENANG & COLOMBO).	18th October.	Freight and Passengers.
VANDALIA	NEW YORK VIA SUEZ,	about begin-	Freight.
Haase	with liberty to call at the Malabar coast.	ning of Oct.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amidsides. Lighted throughout by Electricity.

Duly qualified Doctor and Stewardesses are carried.

For further particulars, apply to

HAMBURG-MERIKA LINIE,

HONGKONG OFFICE,

No. 1, Owner's Buildings.

Hongkong, 29th July, 1905.

D. NOMA, TATTOOER**60, QUEEN'S ROAD CENTRAL.**

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

MAILS.**IMPERIAL GERMAN MAIL LINES.**

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PEMANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SCHAHRNSTORF

WEDNESDAY, 2nd August.

PRINZ HEINRICH

WEDNESDAY, 16th August.

PRINZ EITEL FRIEDRICH

WEDNESDAY, 30th August.

PREUSSEN

WEDNESDAY, 13th September.

ROON

WEDNESDAY, 27th September.

BAVARIA

WEDNESDAY, 11th October.

ZIETEN

WEDNESDAY, 25th October.

PRINZESS ALICE

WEDNESDAY, 8th November.

SACHSEN

WEDNESDAY, 22nd November.

PRINZ REGENT LUFTPOLD

Intimation.

**WM. POWELL,
LIMITED.**
ALEXANDRA BUILDINGS,
Des Viret Road.

**LADIES'
DEPARTMENT.**

**NEW
LACES
and
LACE
COLLARS.**

**LINEN DRILL DUCK
MOTOR TAMS
for
LAUNCH & PICNIC
WEAR.**

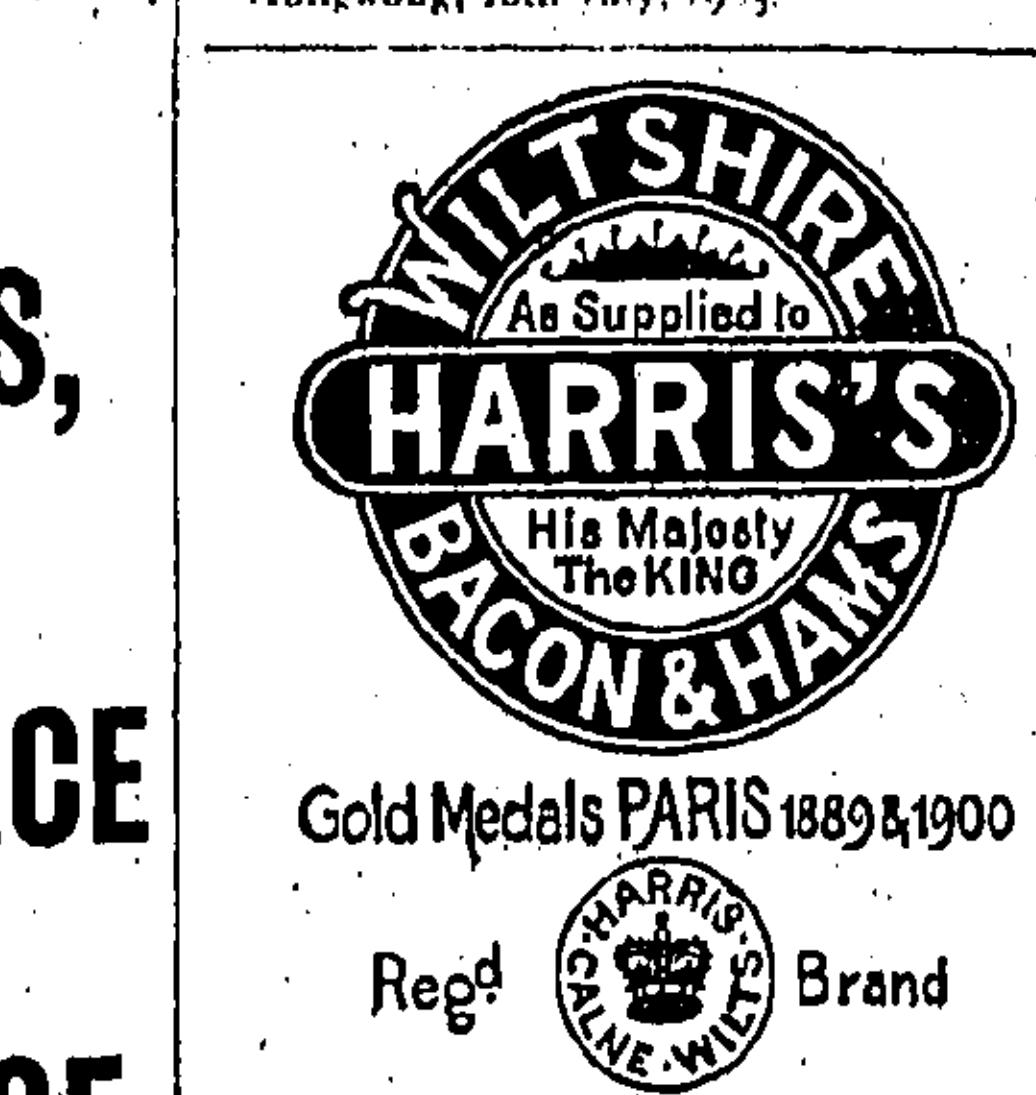
**TRIMMED
and
UNTRIMMED
MILLINERY
in large variety.**

**A FINE STOCK
of
WHITE
CANVAS,
WHITE KID,
BLACK GLACE
and
BROWN GLACE
WALKING
SHOES.
Also
WHITE AND TAN
TENNIS
SHOES,**

At Moderate Prices.

**Wm. POWELL, Ltd.,
HONGKONG.**

Hongkong, 20th July, 1905.



Regd. Brand
HARRIS'S
BACON & HAMS
His Majesty
The KING

Gold Medals PARIS 1889 & 1900
HARRIS, CALNE WILTS-England.

REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD & CO.,
50, Queen's Road Central,
Hongkong.

Hongkong, 19th May, 1905.

[579]

BAY VIEW HOUSE,
MACAO.

SITUATED at the most charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:
"BAYVIEW, MACAO."

Macao, 7th June, 1905.

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Intimations.

**THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.**

NOTICE TO SHAREHOLDERS.

**THE SEVENTY-EIGHTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS** in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 13th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th August, both days inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 22nd July, 1905.

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**HONGKONG AND WHAMPoa DOCK
COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

**THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS** will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 1st August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 27th July, 1905.

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HONGKONG ICE COMPANY, LIMITED.

NOTICE.

**IN accordance with the Provisions of No. 164
of the Articles of Association the General
Managers have this day declared an INTERIM
DIVIDEND for the half year ended 30th June,
1905, of FOUR DOLLARS per Share.**

DIVIDEND WARRANTS may be obtained
on application at the Office of the Company on
and after WEDNESDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st inst., both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 18th July, 1905.

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NOTICE.

IMPERIAL BANK OF CHINA.

**THE HONGKONG BRANCH of this
Bank will be CLOSED on and after
1st August next.**

CREDITORS are requested to send in their
CLAIMS promptly.

By Order of the Directors,
E. W. RUTTER,
Manager.

Hongkong, 22nd July, 1905.

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**STREET INDEX,
SECOND EDITION,
REVISED UP TO DATE,**

by
ARTHUR CHAPMAN,
Government Assessor.

Now in print and will be published in August.

Orders should be sent early to
THE GOVERNMENT ASSESSOR,
The Treasury;

or
NORONHA & COMPANY,
Government Printers,

Hongkong, 18th July, 1905.

[752]

**MODERN TEACHERS AND
MODERN BOYS.**

The ideal schoolmaster is no doubt born, not made.

Yet that a very fair substitute can be turned out is certain, and the Rev. Canon E. Lyttelton, in the "Nineteenth Century," advances some very valuable hints on the subject of teaching schoolmasters to teach.

He says:—"The commonest kind of scepticism, as to the value of training takes the form of insisting on the absolutely essential need of certain personal magnetism if the teaching of a class is to be really effective.

A conservative in this question would urge that, compared with the possession of this quality, no amount of technical knowledge or dexterity is worth anything. . . . It is perfectly certain that in class teaching—and it is only about that we are now concerned—nothing can compensate for naturalness and native force.

The great American actor, Jefferson, held the whole of a vast audience in the hollow of his hand as soon as he appeared in ordinary evening dress on the stage. It was not necessary for him to make any effort.

The man was, and as soon as you saw him you longed to go straight to him and to make his acquaintance on any pretext.

Just so there are teachers who never speak without being listened to; others say the same things quite distinctly and nobody pays heed.

If these latter are trained they may learn to speak with more vigour, probably at the cost of their vocal apparatus.

But there will be no gain in effectiveness, and no one but an ignoramus could ever expect that there would be.

And yet the answer to this is quite simple.

It is a great mistake to classify teachers, any

more than other people, into the two classes—very good and very bad.

The vast majority are between the two; of these, very many possess some natural gift for teaching—not a very brilliant endowment, but quite enough to do good work without.

It is quite possible for a conscientious, sound-headed man to sit daily in front of some twenty or thirty young Englishmen and by omission and commission, spoil the very best of his teaching without knowing it.

Another will begin by spoiling it, but, having some

knack of self-criticism, he gradually comes to

believe that when a lesson goes badly the fault is actually in the teacher, and not altogether in the pupils, or students as they are frequently called in the newspaper.

This humility of mind, this readiness to say mea culpa, is by no means universal among the young men who come fresh from Oxford and Cambridge to

join the teaching profession; if it is, indeed,

necessary to reckon with many instances of a

very defective supply of the quality, because it

would be foolish to credit young schoolmasters

with a larger share of Christian virtue than other

people, though one is stirred to do sometimes

by the readiness of other people to credit them

with less.

The object, then, of a general

system of training is to enable the majority of

teachers to become a little self-critical, to be

told of a mistake before it has become in-

terative, and to give them that particular

readiness to try humbly again and again,

Twenty-year-old English Girl.

[584]

COMMERCIAL.**FREIGHT.**

In their freight report, dated 29th inst., Messrs. Lamke and Rogge state:—Since issue of our last circular under date of July 14th, the general condition of the freight market has shown little alteration and any appreciable improvement is as yet not perceptible in most directions. Again only a few charters of a miscellaneous character have been concluded.

Re Saigon, excessively high prices at that port still make local importers abstain from effecting purchases, and the market closes quiet with hardly any demand. 7 cents per picul remains the nominal quotation. Exports of grain up to date from Saigon to this are falling short by over 1,000,000 piculs compared with same period last year, however, in spite of this, grain prices here and at Canton remain almost stationary, which indicates that this year's rice crop in Southern China must have been a sufficiently large one to counterbalance the deficiency.

Early in the fortnight, the Philippines market rallied a little, and after a cessation of chartering for several weeks a couple of steamers were fixed from Saigon to port at 26 cents and to two ports at 28 cents respectively. Whilst writing, the former dullness and inactivity are again prevalent.

The stoppage of business from Saigon in all other directions has continued.

Under the influence of a better market for sugar locally some fresh chartering has become practicable. Three steamers are on record.

Bangkok business is somewhat firmer, and although no actual chartering has as yet come to pass, several steamers having recently been put on the berth at that port for Hongkong, are said to have been filled on basis of 30 cents per picul from inside the bar.

From Hongkong to Shanghai there has been a fixture at \$2.50 per ton.

According to Shanghai reports, freights from Newchwang and the Yangtze ports continue in a sombre condition, the situation during the next few months, it is feared, will be a very difficult one for owners and time charterers, and already in some instances the laying up of boats has been resorted to.

There has been no movement in coal freights, not a single fixture being reported locally from Japan to anywhere down south and no reliable quotation can be given.

Sea Freights:—"No change.

Sail-tonnage loading or to load.—For Baltimore and New York. British bark *Lawhill*, arrived 3rd June.

Disengaged:—British ship *Travancore*, 7,700 tons (left May 31st for Port Angeles), but was towed back June 8th, after having been aground in Harbin Bay.

American ship *Kentworth*, 3,176 tons. Departures:—None.

THE ENGLISH GIRL.

which is most terribly necessary in a schoolmaster, and which, of course, requires to be planted, as it is a blossom of character which seldom grows naturally. The practical training now offered by universities and training colleges gives exactly this opportunity.

One striking and most interesting point in the Canon's article arises out of his reply to the objection to the practical training of teachers—that the atmosphere of the classroom, where criticism lessons go on is artificial.

The presence of other adults besides the teacher makes it impossible that the boy should be as boyish as they often are when pitted against him alone. To put it bluntly, they cannot 'ring.' This is doubtless true, but it comes to a good deal less appearance at first sight.

Most middle-aged men have got a very erroneous conception of the modern problems of class teaching. Their minds are stored with blurred recollections of a 'high old time' which they and their compatriots used to spend in making life miserable for some unfortunate usher thirty-five years ago. On the one side, impudence; on the other, impotence; ingenuous cruelty against resolute weakness; a prevailing din without, and within an exultant sense of law defied and opprobrium of learning thrown away for ever. Strange and wonderful scenes, records of unheard-of barbarism and rough Teutonic vitality! But for weak or woo they are gone. Modern school-life, except for a quite occasional revival of the old spirit, knows them no more. The twentieth-century boy has learnt decorum, and the change is well-nigh incredible. It may be put quite shortly in this way. Whereas formerly the most pressing problem was to safeguard himself against tumult and effrontery, the school-master of to-day has to think less of this than of apathy and peaceful inattention.

Those are his worst enemies in class; and to meet them successfully he need not be a man of commanding presence or of terrific pluck, like Keate, but he must be a fairly good teacher.

His class don't want to 'rag' him, nor do they exactly wish to use their brains in the right way; but they want, vaguely, to 'get on' or definitely to pass some examination; and if the master does not help them by his teaching, they will not throw them at him as they once did, but they will slumber. And methods whereby boys can be kept awake can be learnt.

THE ENGLISH GIRL.

Captain Foerck, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargowill be forwarded unless notice to the contrary be given before TO-DAY.

Any cargo impeding her discharge will be landed in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 4th August will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th August at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will

Intimations.

A. S. WATSON & CO.,
LIMITED.

Watson's
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VERY OLD LIQUEUR
SCOTCH WHISKY.

THIS
CELEBRATED
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THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS

FINE FLAVOUR
AND
MELLOWNESS
ATTAINED ONLY BY
GENUINE
QUALITY
AND
GREAT AGE.

Per Dozen \$16.50.

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LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.
Hongkong, 22nd July, 1905.

NOTES
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business & announcements should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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Single Copies, ten cents. Weekly, twenty-five cents.

MARRIAGE.

GONCALVES-JONES.—On Saturday, the 29th inst., at St. Joseph's Church, Hongkong, by the Chaplain, the Rev. Father Augustin NUNO ALVARO, elder son of Mr. C. J. Goncalves, of Hongkong, to HYACINTH MARY, second daughter of Mr. Daniel Jones, J.P., F.R.G.S., of Shifnal, Shropshire, England. 1790.

LOCAL AND GENERAL.

FROM to-morrow Reveille will sound at 5.55 a.m. and Retreat at 7 p.m.

DURING the week ended the 30th inst., 167 non-Chinese and 42 Chinese visited the City Hall Reading Room.

MR. C. B. Dawson, who has been on the Gold Coast in West Africa, has arrived at Singapore to join the Raub Australian Gold Mining Co.

A MEDICAL Board will assemble at the Military Hospital, Kowloon, to-morrow, to report upon the state of health of certain Russian Refugees.

THE cable steamer *Recorder* has returned to Singapore from Haiphong. The vessel was away picking up the old Hongkong-Hai-phong cable, and has encountered bad weather most of the time.

We would remind our readers that Messrs. Lane, Crawford & Co.'s Removal Sale commences to-morrow, the 1st August, when all goods will be sold at a reduction of 20% for cash as advertised.

HONGKONG'S PRESTIGE.
THE Straits Times hears that it has been decided to lengthen Victoria Dock by 100 feet. This dock is 450 feet in length, 65 feet wide at the entrance, and has a depth of 20 feet at the sill at ordinary spring tides. It is built of granite.

DR. ALBERT ERNEST JENKS, the chief of the ethnological survey in the Philippines, has resigned his position and will return to the United States to recover his health. His resignation was submitted July 17 and was accepted by the commission to take effect July 30.

THE Far Eastern Review is increasing in bulk month by month, and the publisher and editor, Mr. Geo. Bronson Rea, is to be complimented on the interesting fare he is now placing before his readers. The July issue contains an unusually large number of illustrated articles prominent amongst which is one of the new Government offices of Hongkong.

CAPT. A. SIMONS WARD, Grenadier Guards, and A. D. C. to Gen. Villiers Hatton, Commanding Hongkong and Capt. Elgood, West Kent Regiment, were in Singapore on the 23rd inst., en route to Borneo for a shooting tour. Capt. Ward is a son of Sir Edward Ward, Secretary to the Army Council, and a nephew of Mr. Harry M. Simons, formerly of Singapore.

HIS EXCELLENCY THE GOVERNOR OF BRITISH NORTH BORNEO has been on an inspection visit to the West Coast. The state of trade at Jesselton was noted with satisfaction and the s.s. *Kedah* alone took 2,500 packages for Singapore. The sago trade is reported to be increasing. Other visitors to Jesselton about the same time were the District Officer of Tempasur and some Dusuns.

CORNELIUS Vanderbilt, the multi-millionaire of New York and Mrs. Vanderbilt will visit Manila next December as guests of Major General and Mrs. Corbin. The commanding general has just received a letter from Mr. Vanderbilt in which the latter expressed his intention of accepting General Corbin's invitation, extended before the latter left the United States, to visit him at Manila.

THE man-of-war anchorage at Singapore appears to be infested with sharks for every night several large ones are seen hovering round H.M.S. *Sirius*. The other evening one measuring eleven feet six inches in length and sixty-four inches in girth was caught. The fish had been observed for some time alongside H.M.S. *Sirius*, and a hook baited with four pounds of pork was put out and soon snapped up, and the brute hauled out and despatched.

A NUMBER of shopkeepers in Connaught Road, West, having more stock-in-trade than they had room for in their shops, expanded their premises, by stocking the surplus goods on the public roadway, thereby causing an obstruction to the traffic. One man had 67 tubs of oil so placed; a second 39 boxes of salt fish; a third 56 bags of rice; others quantities of baskets of fruit and so forth. For this usurpation of the public road, Mr. F. A. Hazelton fined them \$10 or six weeks; and one for causing a minor obstruction \$5 or one month.

THE case against Cheung Fat, charged with murder, which was remanded from Saturday last, was resumed before Mr. F. A. Hazelton this afternoon. Another witness was called and denied having played cards with the accused on the night in question. This concluded, the case for the prosecution except for the evidence of Dr. W. Hunter, now confined in the Government Civil Hospital, suffering from typhoid fever. For the defence a quarryman gave evidence to show that the prisoner was confined to his marshalled, through sickness, from the 14th June to the end of the month. The case was adjourned till the 8th prox.

A VERY enjoyable function took place on Saturday evening when Mr. E. A. M. Williams, secretary to William Powell, Limited, was entertained to dinner at the King Edward Hotel by his colleagues and friends, on the occasion of his departure to take a position with Messrs. Lowe & Bingham, chartered accountants. In the course of the evening Mr. J. Whyte, in the name of the subscribers, presented the guest with an address and a massive inkstand token of the esteem in which Mr. Williams was held by the employees of William Powell, Ltd. Mr. Woo-Chun, one of the Chinese assistants, spoke on behalf of the Chinese staff, his speech being translated into English by one of the party. Altogether the proceedings were of an extremely pleasant character and closed at a late hour, songs and toasts being given by most of those present.

HONGKONG APPEAL COURT.**AN INTERESTING CASE.**

THE Full Court sat to-day to hear the Nam Lung vs. Lam Tung appeal case—the Chief Justice, Sir Francis Piggott, and His Honour Mr. A. G. Wise, Puisne Judge, on the bench.

Mr. H. N. Ferrers, instructed by Mr. Hays, appeared for the appellant; Mr. H. E. Pollock, K.C., instructed by Mr. C. F. Dixon, represented the respondent.

This case, it may be recalled, arose out of a robbery which was committed near Saigon, in Indo-China. A Chinaman robbed the Nam Lung firm of between \$7,000 and \$8,000 in cash and jewellery. He escaped to Hongkong, but was captured here and extradited to Saigon, where he is now undergoing a term of imprisonment for his crime. When caught, he had in his possession, besides other money and valuables, a sum of \$2,600, made up of 26 notes of \$100 each. The cook of the vessel by which the robber came to Hongkong, Lam Tung, by name, alleged that the money found on Chow Kwan, the robber, to the amount of \$2,600 at least belonged to him. He had been entrusted with letters containing that sum by friends in Indo-China who wished him to deliver the letters to people at the outports. The Nam Lung firm claimed the money as part of the sum stolen from them by Chow Kwan. The money had been lodged in Court pending a decision on the subject, and the appellants sought to obtain permission to bring new evidence on material points of the case.

Mr. Pollock, in opening the case for the respondent, said it would be convenient if he dealt in the first place with the appellants' motion to adduce fresh evidence. In connection with that matter he pointed out to the Court that the Acting Chief Justice refused the appellants' application for permission to take evidence as long ago as March last. Therefore from that date, apart from any appeal brought by them from the decision of the Acting Chief Justice, the appellants were perfectly well aware what their only hope was of laying any evidence before this Court on their side or to get witnesses to come up here and give evidence *vis à vis*.

THE CHIEF JUSTICE.—They took a further step on 8th June.

Mr. Pollock said they took a much bigger step than that because they set the case down for hearing on the 16th of June. The respondent submitted that the argument which was hinted at by the other side that the appellants could not be expected to appeal from the Acting Chief Justice's decision because he could be one of the judges of the Appeal Court.

THE PUISNE JUDGE.—You need not go into that.

Mr. Pollock.—Two or three weeks before this case came on for hearing the Acting Chief Justice ceased to be a judge of this Court and it was open to the appellants—

THE CHIEF JUSTICE.—I would sooner you did not mention this subject at all, because I don't think it is a proper argument to address to the Court.

Mr. Pollock said the appellants had the opportunity after the present Chief Justice came to the bench to appeal to an independent bench of judges altogether, but they did not avail themselves of that opportunity. The rule here as to appeals from interlocutory orders was different from the rule at home. At home the appellants would have been debarred from appealing at the expiration of 14 days, but here that did not apply. Section 606 of the Code said that: "No appeal to the Full Court from any decision of the Court shall, except by special leave of the whole Court, be brought after the expiration of six months." Therefore—

Mr. Ferrers—Yes?

Mr. Pollock.—Would you please not interrupt. I know what I am about. Therefore, he continued, the language was quite general. There was a power of appeal for six months, and there was a marginal reference to Order 58, Rule 15, which was quite different from the provision of 606, which had obviously departed from the terms of the home practice. At the end of May the appellants found they could not get witnesses up to give *vis à vis* evidence. The appellants had deliberately elected to trust to the chance of being able to break down the plaintiff's case. The appellants now said that they wanted to call a gentleman supposed to be the head of the Chinese community in Singapore and they said they also wanted to call another witness from the same locality.

The Chief Justice remarked that this was not a motion on appeal.

Mr. Pollock held that the appellants were taking a very unfair advantage. They said to themselves—"We will see if we can't break down the plaintiff's case and if we cannot do that we shall go to the Court of Appeal and we will try to get a new trial on some other ground."

Mr. Ferrers, in reply, remarked that they did not bring this case in order to recover the small amount that was at stake. The cost of these proceedings would be far in excess of the sum in Court. What the appellants wanted was to prove that they had been made the victims of conspiracy. Therefore they were anxious to get evidence which ought to have been presented and satisfy the Court that there had been a conspiracy of a fraudulent kind. Judgment was reserved.

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TELEGRAMS.

[Official.]

JAPANESE ADVANCE

IN SAUHLIEN.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:

Tokio, July 30, 1.30 p.m.

Saghalien Army reports that the army commenced the march at dawn on the 27th inst., pressing hard upon the enemy, and at 3 p.m. the advance guard occupied Durbenskoye while the cavalry entered Louikov.

A detachment, which advanced eastward via the district near Novonich in Aclovskoye, defeated the enemy consisting of infantry and artillery near Wedernikovsk at 3 p.m. of the 27th inst. and immediately started in pursuit.

ANOTHER TOWN CAPTURED.

RUSSIANS RETREAT.

Tokio, 30th July, 9.30 p.m.

Saghalien army reports—Our independent cavalry force which entered Louikov in the afternoon on the 27th instant withdrew that night owing to grave unrest in the town. Our army's left column commenced the movement at 3.30 a.m. on the 28th instant for the occupation of Louikov, and its advance guard, with cavalry, after attacking the enemy at the north side of Louikov, entered the town where street fighting ensued and at 8.30 a.m. Louikov was completely captured.

Our army's right column, after defeating the enemy near Wedernikovsk, pressed hard upon them, and their main force since the night of the 27th instant has, in disorder, fled southward. A detachment, sent in pursuit, met, on the 28th, instant at a point 8 kilometres south of Louikov, the enemy's infantry about 800 strong, of whom 200 were killed and 500 were finally captured.

The enemy who confronted our right column since the 27th instant, consisted of 3,000 infantry and eight guns while that confronting our left consisted of 2,000 infantry and four guns.

[Reuter's.]

Accident on the Electric Railway Liverpool.

London, 28th July.

An electric train from Liverpool to Southport ran full speed into a stationary train, killing 22 of the passengers.

The Peace Negotiations.

M. de Witte, in an interview on board the Atlantic liner, transmitted by wireless, declared that nothing which had recently occurred in Europe could remotely or indirectly affect the problem with which he will have to deal.

M. Komura and M. Takahira lunched with President Roosevelt at Oyster Bay.

Later.

A version of the Japanese terms of peace has already been published in Washington with some show of authority. The terms comprise an indemnity of £200,000,000, and the neutralization of Vladivostock, against which Japan will agree not to fortify Port Arthur.

M. Sato, at an interview in New York said that Japan was perfectly ready to agree to an armistice after the credentials of the plenipotentiaries had been examined.

[A San Francisco wire of the 27th inst. says:—"It has been agreed by the Russian and Japanese peace commissioners that the negotiations shall be conducted in the English language and that the terms of the proposed treaty shall also be drafted in that language. For a time the French language was considered, but finally it was unanimously decided to use the Anglo-Saxon tongue." The *Manila Times* remarks that it is believed that this is the first time English has been recognized by two foreign powers not speaking English in their daily life, as the medium of their diplomatic intercourse and the language in which a treaty between two such powers should be drafted. Heretofore the diplomatic language of the world has been French, and its claims as such have been almost universally recognized. The present agreement affords another testimonial to the increasing spread of the English language and gives further assurance of some day being the language of the civilized world.—Ed. H.K.T.]

The Autumn Cruise of the Channel Squadron.

29th July.

The forthcoming cruise of the British Channel Squadron in the Baltic Sea is causing a great outcry in Berlin; the Conservative newspapers claim that the Baltic must be regarded as exclusively controlled by the countries bordering it, and as Sweden, Denmark and Russia are not able to say much on the matter, Germany must be considered mistress of that sea.

Blockade of Vladivostok.

A strong Japanese squadron is blockading Vladivostok.

THE WEATHER.

The following report is from Mr. F. G. Fig, First Assistant of the Hongkong Observatory:

On the 21st 11.55 p.m. the barometer has risen over the E. coast of China, and fallen in Formosa.

There are some indications of the existence of a low pressure area in the Pacific, which may be situated to the SE. or S. of the Loochoos.

NE. winds are likely to set in over the Formosa Chaochi and NW. winds NE. part of the China Sea.

Forecast.—Light or moderate NW. and W. Windy fine.

HONGKONG AT NIGHT.

A moment ago the peak was blanketed with a dense fog. It was as if the ebon wings of Death hovered over the island. But now the Chinese mainland reveals itself, and across the harbour and beyond Kowloon and beyond the paddies fields the mountains stand out black and wonderful against the sky. The moon is racing between the cloud gaps and illuminating the face of the waters and gleaming on the wetted sides of the steamers. Far to south you can just see the lighthouses, the one-eyed sentry of Gap Rock, blinking at the masthead lights of the ships that pass in the night. Between the light and Hongkong is the China Sea studded with islands, and in and out among the islands great junks with bat-wing sails move like phantom things over the leaden sea.

Far below the peak is the harbour, lit up by the liners and the cruisers and the junks and the sampans that lie as thick as ants on a honey-pot. It is the harbour of a million eyes, and a cooler leaning against a rickshaw, liken it unto heaven, top-side down. Descending the mountain side brings you to the harbour. Here is a little knot of people on the quay, and in front of them a chow squatting on his haunches with a bamboo stickling out over the water. From the end of the bamboo four strings run down and out, pyramid fashion, into the water. The bamboo bends, and the putty-faced man on the quay rises and lifts the bamboo over his head. The four strings become taut, and out of the black water, a net appears swarming with small fry, and the putty-faced man is pleased. I fished all day over the side of a tramp, and caught nothing. The Chinese firemen coming out of the blackness of the stelehold, their bare backs streaming with ink, looked at me with utter contempt. Yet here is this grinning coolie sinking his ragged anywhere in the harbour and performing miracles. His ancestors must have dwelt on the shore of Galilee.

The sampans and the junks have all anchored off some distance from the quay. This is the law of Hongkong, for otherwise the army of sampan men might step ashore and seize the island in the dark watches of the night. The quay is full of life; for the night is warm and the merchants, arrayed in purple and fine linen, are strolling in the moonlight. Mr. Wokee is attired in a flowing robe of white and pale blue baggy trousers. Trotting besides him is little Wokee junior, arrayed in splendour gaudy as a butterfly. The children are racing up and down, their rat-tailed queues tied with bows of pink and blue. Over the water from the lined-up sampans comes a woman's voice. She is drowsing Cantonese love song. There is six feet two of Sikh police in khaki uniform. His beard is shining in the lamplight; at his wrist are two half-hitches of pigtail, and on the end of the pigtail is a coolie revolving and wriggling like a kangaroo rat in a trap. The coolie is a desperate fellow; you can see that by his face, a face that must have broken all the commandments of the East and West. There is a huge crowd following. It looks as if every coolie in Hongkong had formed up in the serum behind the Sikhs. Stray pieces of road metal strike him, but he is not afraid, and his eyes are flashing and grand to behold. The crowd is pressing in closer and showing its long yellow teeth. Their wiry hands, armed with inch-finger nails, stab at the Sikhs. From his right wrist dangles a baton. The baton gives an angry little jerk now and then like a dog's leg, twitching with pain. A coolie, more desperate than the rest, comes within range, but the Sikh has eyes in the back of his head. The long loose arm with the baton at the end swings round like a catapult, and there is a nasty dull thud. The coolie sits in the dust rubbing tobacco into a two-inch scalp wound, and wondering what he has been doing since morning. Along the quay six more Sikhs reinforce their comrade, and the crowd scatters away to the gambling dens and the dice-box.

Queen-street, the fashionable quarter of Hongkong, is almost deserted, and is cheerless, for there are no lights in the shop windows. There must be a dog fight in the Chinese quarter and all the Queen-street folk have gone there. You go that way too, and as you draw near a sound of revelry by night falls on your ears. A steamer's siren howls down on the quay. There is a clash of brass and tinkling of cymbals, and a volley of crackers from the steamer's bows. If that pandemonium otherwise known as Chinese music has not terrified the "debil man" it is not the Chinaman's fault. I hear the thud of the river steamer's paddles and the shouts and laughter of the coolie passengers. The Sun-Sin is off to Canton.

The glow of light from the Chinese quarter almost blinds you at first. The streets are full of lanterns, red and yellow and green and blue; and blue and green and yellow and red are some of the colours that adorn the crowd. I hear the sound of the scraping of fiddles over the way and step over and look in. At one end of the room are twenty sailors, British and American, sitting on a long bench. At the other a bar with an array of beer mugs. It looks like target practice. Behind the bar is a woman, the one white woman I have seen to-night, and her reminiscences will run into thirty editions. In the corner is a low platform, about one foot high, and five feet square, and on this two Filipinos scraping violins. The sailors set to partners, those that can stand, and circle slowly around the room with a kind of movement that has the rock of the sea in it. The sailors who cannot stand sit where they are and applaud. Everything seems a great success to them. To-morrow they will be cooling their heads on the captain.

A girl of eighteen is feeling her way along the shop fronts, her face painted as gaudy as a barber's pole. Her dress is a dress of a million dyes, and all the shades of sunset are blended there. Out of her smooth, expressionless, pretty face two beady eyes peep between the slanting lids. She must be blind. But no! She is groping along the shop fronts because her midget shoes are only two-and-a-half inches long. And if you stood her out in the road she would tumble over like a wooden doll. Little

Chinese policemen with mushroom hats patrol the winding streets. They surely cannot keep order. A half an hour ago a coolie thought likewise, but now he is quite of another opinion as he sits in a cell nursing a lump on his scalp as big as a saucer.

Here is a restaurant. It has a front like a Buddhist temple. Some local men have just entered. Bang! bang! bang! go the cymbal men inside the door. That is in his honour.

A turn in the street and you see the harbour and the harbour lights. There are half a dozen black shadows rising out of the water; the armoured sides of cruisers. With these walls are men of Devon. Another long, low, black alligator thing with two stumpy funnels is moving swiftly out of the harbour like a thief in the night. It is a destroyer off on patrol.

I have not seen a drunk man as yet, and this is the poorest quarter of the town.

What a contrast to the alleys of Lambeth and the faces of the wild beasts that scavenge the dustbins there!

The shutters are closing, the streets are emptying, and I only notice one Sikh policeman and two men-of-war's men steering their sinuous way to the quay side. How beautiful is the sky! It is quieter still. I pass a shop, and through a crack in the shutter streams a faint light. I peer through and into the room beyond the shop, and notice a dozen putty-faced men beading over a low table. I hear the rattle, the rattle of an inverted dicecup. It is the first sound a Chinaman hears at birth. He will listen for it when he wakes on Judgment Day.—W. M. Anderson in the *P. M. Gazette*.

SHIPPING JETSAM.

The transport *Logan* dropped anchor in Manila the other morning after a record trip of 26 days across the Pacific. The run from Guam to that port was made in less than five days, which established a record, not alone for the *Logan* but for the rest of the trans-Pacific transports.

At Singapore the other morning, a serang of the s.s. *African Prince*, was before Mr. Colman on allegations of defamation and extortion. The defamation consisted in writing that Mr. Mathews, the chief engineer, had demanded from him Rs. 250, or threatened to discharge him; the extortion arose out of his taking a half month's pay, Rs. 13, from the tindal under a threat of making the place hot for him. The case was not concluded when the mail left.

The *Manila Times* of the 21st inst. says:—With the departure of the steamship *Longyang* this afternoon, the port of Manila loses one of the most popular captains in the China-Manil service in the person of Captain G. S. Weigall. For over seven and a half years Captain Weigall has been in command of the *Longyang*, and his departure on that vessel to-day is his last voyage on what has long been his floating home. On his return to Hongkong, Captain Weigall goes to England to bring out a new, large, finely equipped passenger steamer for Jardine, Matheson and company's Chinese trade, which will be without a rival in these waters. By his courteous manner toward all with whom he came in contact Captain Weigall has made a host of friends among travellers and shipping men, and his well deserved promotion in the service is very gratifying to his friends. First Officer Sampach of the *Longyang*, who has also been several years on that vessel, will assume command on her arrival at Hongkong.

Carl Schilling, August Teke, and Johannes Schiitz, seamen from the s.s. *Hohenzollern*, were charged before Mr. F. A. Hazland this morning, with behaving in a noisy and disorderly manner in Queen's Road, I ast, on the 20th inst., the first defendant with further assaulting P.C. Mills and the second and third with obstructing P.C. Mills in the execution of his duty. It appears the defendants were assaulting a ricksha coolie, and the constable went to stop the disturbance, when the first one struck him on the arms and legs, and when he was arresting him the other two defendants pushed him and tried to prevent the arrest. Chief Inspector Hanson acted as interpreter and through him the defendants said that they had bought some shirts and tobacco from a Chinese shop, and then engaged rickshas for a drive. They stopped at another shop, and when they wanted their belongings the ricksha coolie refused to give them up, intending to annex them. For this they thrashed him. They were each ordered to pay a fine of \$8.

"OPEN" PORTS.

Chung Ho, a married woman, aged 17 years, was placed before Mr. F. A. Hazland this morning on the prosecution of M. Costa, steward on the s.s. *Zafra*, charged with stealing a quantity of stores from that vessel. The prosecutor said that the defendant had discharged cargo into the ship, and remained fast alongside in her boat for some time, and as witness was looking over the side he saw a small boy climb up from the stern of the defendant's boat, and, putting in his hand through the store-room port, extract a number of tins of various provisions, which he handed to defendant, who placed them in the junk cabin. Witness at once got down into the junk, but seeing him coming the boy bolted across a number of other junks, all lying alongside, and could not be found. The police were called and the woman given in charge. The woman pleaded ignorance of the fact of the goods being stolen. She said she thought she had to take them somewhere, though nobody had told her so. She did not know what had become of the boy. Mr. Hazland said it was the boy who committed the theft and if found, could be charged, but as there was some doubt about the woman's guilty knowledge she must be discharged. This should be a warning to vessels in the harbour not to leave their port-holes open while cargo boats are alongside, for as Inspector Langley pointed out in reply to a question from the Court, when these junks are empty they are so high in the water that it is easy for the boat people to look in at the open ports of ships alongside which they are lying and extract anything within reach that may take their fancy, while the attention of the officers and crew is engaged in loading and discharging the cargoes of their vessels.

RULE OF THE ROAD: COXSWAIN FINED.

Before the Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, this morning, Wong Kam, master of steam launch K. 87, was charged with failing to observe the rule of the road in this harbour, on the 20th inst., P. C. Norman, of the Water Police, said he was on duty on that day off Arsenal Street steps, when he saw dock launch leaving Wan Chai for Hung Hom, while the launch *Osaka Maru* was coming from the East, blowing one blast on her whistle. The dock launch blew two blasts and held on her course. The *Osaka Maru* then blew one blast and ported her helm, the dock launch blowing another two blasts and keeping on her course. Witness then stopped the dock launch, and the *Osaka Maru* went by—the master of the *Osaka Maru* corroborated the last witness, proving his statement by models.—Wong Kam, master of 87, said he put his helm to port, but had first to keep on his course to clear a sampan. P. C. Norman said there was no sampan in the way that could possibly have interfered with his movements in avoiding the *Osaka Maru*.—Wong Kam was fined \$5, and warned to be more careful in future.

CERTIFICATE SUSPENDED.

Before Mr. Baill Taylor, an inquiry was held to-day regarding the collision between the launch *Kwong Chung* and the *Daisy*, in the harbour on the 30th inst.—P. S. Counsell said at the time he was going from east to west in the *Daisy*, and when off Blackhead Hill he saw the *Kwong Chung* coming up astern, going a great deal faster than the *Daisy*, and when abreast of the *Daisy* on the starboard side, the *Kwong Chung* starboarded her helm and collided with the *Daisy*, grazing along the starboard side, though he had lots of room. Cheung Sim, coxswain of the *Kwong Chung*, said he was on his way from Hung Hom to Hongkong, and the *Daisy* was coming from Wan Chai on his port bow. He did not see her until she was half a boat's length from him. Witness here said that statement was not true, he saw the *Daisy* long way off. Witness then refused to answer any other questions, and constantly contradicted himself. Mr. Taylor said he considered P. S. Counsell's story to be the true one, and suspended the certificate of Cheung Sim, the coxswain of the *Kwong Chung*, for two months.

MORE SEAMEN GO TO GAOL.

Walter Paul Stevenson, steward of the s.s. *Avondale*, was charged with (1) disobeying the lawful commands of the master, Captain W. Buyers, and (2) assaulting Mr. W. Giddard, chief officer, on board that steamer in this harbour on the 29th inst.—When placed before Mr. F. A. Hazland this morning defendant pleaded guilty to the charge of disobedience, but did not know whether he was guilty of the charge of assault, as he was not sure who struck the first blow.—His Worship asked the captain if this case could not be settled outside, but the captain said he feared not, as he found the man useless, and to-day he was also obliged to prosecute H. Morgan, the cook of the *Avondale*, for disobedience of lawful orders, and for continuous and wilful neglect of duty, and he did not want either of these men on board.—The Magistrate said that before he would deal with these men the captain had better go and see the Harbour Master, and see if some settlement could be arrived at, whereby the men would be placed on board on their undertaking to be of good behaviour in future, and the case was remanded for one hour.

When the captain stated that yesterday morning he sent the defendant to his room and ordered him to remain there. The man refused to do so; he was drunk, and went about the deck abusing witness and the officers, and generally disturbing everybody on the vessel, and finally told the captain he would do three months for him any time. He was constantly using threats to the officers and himself. Defendant said, "as regards threats and bad language, and the like of that, if we was all put on board I don't know who would prove the reddest!"—W. Giddard, chief officer of the s.s. *Avondale*, said he went to get some water and was just filling a glass when the defendant came and asked him to give him a drink of water, which witness, of course, refused to do. Defendant then came running at witness and commenced to strike him. Witness then got hold of defendant and put him on the deck. Defendant was drunk, and struck witness on the chest and arm, and then called him everything bad.—Defendant said if he struck the officer it was quite unintentional and he was very sorry for it, as he had nothing against him, but he had a hard case to deal with in the captain."—The first defendant was discharged on the first count, but convicted on the second and sent to gaol for seven days, but without hard labour. The case against the second defendant was that he went ashore against the express orders of the captain. Defendant had nothing to say in his defence, and was sentenced to two weeks' hard labour.

COMMERCIAL.

SHARE LIST.

The following further alteration is to be noted in Messrs. Benjamin, Kelly & Poole's share list to-day:—

China Sugars \$121

10-DAYS KKCHANOK. Selling.

London—Bank T.T. 1/10 1/10
Do demand 1/10 1/10
4 months' sight 1/10 1/10

France—Bank T.T. 2/30

America—Bank T.T. 4/51

Germany—Bank T.T. 1/92

India T.T. 1/48

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

MONTHLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL	OUTWARD.
GLASGOW and LIVERPOOL	"ANTENOR"	3rd August.	
GLASGOW and LIVERPOOL	"MACHAON"	4th "	
GLASGOW and LIVERPOOL	"ORESTES"	9th "	
GLASGOW and LIVERPOOL	"ULYSSES"	9th "	
GLASGOW and LIVERPOOL	"OOPACK"	9th "	
GLASGOW and LIVERPOOL	"PELEUS"	16th "	
GLASGOW and LIVERPOOL	"ALCIMON"	23rd "	
GLASGOW and LIVERPOOL	"AGAMEMNON"	30th "	
GLASGOW and LIVERPOOL	"JASON"	31st "	
GLASGOW and LIVERPOOL	"TEENKA"	6th September.	

FOR	STEAMERS	TO SAIL	HOMeward.
LONDON, AMSTERDAM & ANTWERP	"AJAX"	7th August.	
LONDON, AMSTERDAM & ANTWERP	"IDOMENUS"	15th "	
GENOA, MARSEILLES & L'POOL	"STENTOR"	20th "	
LONDON, AMSTERDAM & ANTWERP	"PAKING"	29th "	
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	12th September.	
GENOA, MARSEILLES & L'POOL	"YANGTSZE"	20th "	
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "	

* Taking Cargo for Liverpool at London Rates.

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OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

FROM	STEAMERS	TO SAIL	EASTWARD.
VICTORIA, SEATTLE, TACOMA, and	"MACHAON"	7th August.	
all PACIFIC COAST PORTS,			
NAGASAKI, KOBE and YOKOHAMA	"JASON"	3rd September.	

FROM	STEAMERS	TO SAIL	WESTWARD.
TACOMA, SEATTLE, VICTORIA and	"NINGCHOW"	17th August.	
PACIFIC COAST			

FROM	STEAMERS	TO SAIL	BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 27th July, 1905.			[6]

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st July, 1905.

CHINA NAVIGATION CO. LIMITED.

FOR STEAMERS

TO SAIL.

MANILA "TAMING" * 1st August.

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. "TAIYUAN" * 1st and "

ILOILO "SUNGXIANG" * 4th "

CEBU and ILOILO "KAIFONG" * 8th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
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Hongkong, 31st July, 1905.

[6]

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	1540	R. Rodger	MANILA	SATURDAY, 5th August, at Noon.
RUBI	1540	A. H. Notley	"	SATURDAY, 12th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO., GENERAL MANAGERS.

Hongkong, 29th July, 1905.

[5]

HONGKONG—MANILA.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast). About

INDRAWADI * THURSDAY, 10th August.

SIERRA BLANCA * 20th September.

For Freight and further information, apply to

SHEWAN, TOME'S & CO., General Agents.

Hongkong, 25th July, 1905.

[5]

BOO CHEONG,

STATIONER AND PAPER MERCHANT,

No. 20, Pottinger Street.

HAS always on hand all varieties of

Stationery, Printing and Note Papers,

Copying Presses, also Automatic Cyclotype

and Ellipsis Duplicator.

Hongkong, 23rd February, 1905.

[64]

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest

notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

[65]

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M., if tide permits.

FARES—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$3; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 50 cents, Return, 20 cents; Steerage, to cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO., and Floor, No. 16, Victoria Street, Hongkong, 13th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" ... 309... J. P. MARTIN.

"KWONG TUNG" ... 238... H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ... \$4.

Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office,

SHIU ON S.S. CO., LTD., and

YUEN S.S. CO., LTD.,

No. 8, Queen's Road West, Hongkong, 26th June, 1905.

[71]

DODWELL & CO., LIMITED, Agents.

Hongkong, 19th July, 1905.

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ADVERTISING DEPARTMENT.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

Steamship About

"ST. HUGO" 12th August, 1905.

"SHIMOSA" to follow.

For Freight and further Information, apply

DODWELL & CO., LIMITED, Agents.

Hongkong, 19th July, 1905.

[73]

ADVERTISING DEPARTMENT.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.

\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach

the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements

will be repeated and charged for until counter-

manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,

PAMPHLETS,

CARDS,

CIRCULARS

EXPRESSES.

All job printing is done under European

supervision, well turned out, free from errors,

and remarkably cheap.

THE IMITATION OF ANIMAL SOUNDS.

BY LIEUT.-COL. ANDREW HAGGARD, D.S.O.

(Continued from page 6)

There was not a man among my Bashis who did not laugh at Major Mustapha Esendi, but his boasting was incorrigible. I therefore determined to give him a lesson that night when living on the sand bank in the Khor Anak, which we well knew, was a famous place for lions. In fact, before dark we had seen their tracks, old and new, in all directions.

First, however, I warned the Turkish "sanjak" of my rascally boy-soldier to go back to the picketing of the animals, for I did not wish to lose a horse or camel as the result of a joke. The sanjak who hated the Egyptian, grinned from ear to ear and gave the necessary orders.

After supper, as we were sitting by the campfire in the shade of an overhanging bush-covered bank, I led the conversation to the subject of lions.

The Egyptian officer was boasting as usual when suddenly my English servant, who was in the plot, said, as if in alarm, while staring into the fire: "What's that sound, Mustapha Esendi? Don't you hear something crackling in there? I hope it's not another lion, for I am not so brave about them as you are." We all listened intently. The crackling was plainly heard—it was coming nearer; it did sound uncommonly as if a lion might be approaching.

But apart from the Young Person, Peter may be led like a lamb. He devoted to cats, has been known to handle an infant in long clothes, and like the devout Buddhist, he would not hurt an insect if he could help it. The injuries which he inflicts in the course of his jolly career are largely mental and they arise solely as we have seen, from the desire of the natural man for freedom.

In short, why he offended with Peter? I-cound youth is for a day only, and if he behaves, too often, with the serene and happy carelessness of the ancient gods, remember that time will seal him and maturity sober him; that in a few years the first fine, careless, rapture will be over, and that is all too likely that will soon be paying taxes in the City of Westminster, answering his invitations the day they arrive, and generally behaving—as Robert Louis Stevenson has it—like other "respectable married people with umbrellas."

bridge, or a hat shop as a solace. Naturally she hunts her prey with spirit and skill; and if she begins early enough in the season, and her maternal parent exists, the husband may be stalked almost before he is aware of his dreadful fate, and missy may find herself a viscountess before people begin to go to Carlisle.

The result of this is that boys like Peter, who are something of a party, live in a permanent state of terror. It is not so much that Peter's manners are fundamentally bad (for he is famed for his ability), but that he is always to be on his guard, lest he should find himself in some impossible from which there is no outlet except through the porch of St. Paul's, Knightsbridge, or of St. George's Hanover-square.

IN FREEDOM'S CAUSE.

To see Peter at "boy-and-girl" dance is illuminating. If he dances—and he generally won't—he drapes himself in a mantle of totality.

"Peter," said I at a bill, the other night, when we were having a long-drawn-out supper at a little gay with rose-shaded candles, tell me what you talk about with those pretty girls in pink chiffon?"

"I don't talk to them," he said with a certain amount of disdain; "I just let'em leap up against the wall."

The reply left me thoughtful. There are few more effective weapons than silence, but there was something disquieting in the thought that Peter at rising twenty-five, should have already discovered it.

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THIPLING.

LITERATURE

Nam Sang, Br. ss., 2,501, Geo. Payne, 29th July.—Calcutta 15th July, via Penang and Singapore 24th Gen.—J. M. & Co.
Feiching, Ch. ss., 980, F. H. Johns, 29th July, —Shanghai 21st July, Gen.—C. M. S. N. Co.
Verona, Ger. ss., 3,036, Dobronz, 29th July, —Amoy 23rd July, Gen.—C. & Co.
Quinta, Ger. ss., 2,600, Frahm, 29th July, —Bangkok 21st July, Gen.—Order.
Battenhall, Br. ss., 1,738, Chas. Raison, 29th July.—Sourabaya 20th July, Sugar.—D. & Co., Ltd.
Rogor, Dut. ss., 2,300, C. G. Wekhorne, 30th July.—Macassar 22nd July, Gen.—J. C. J. L.
Jacob Dederichsen, Ger. ss., 623, B. Olsen, 30th July.—Paham 24th July, and Holtow 29th Gen.—J. & Co.
Signal, Ger. ss., 97, A. Bendixen, 30th July, —Bam, koh 23rd July, Rice and Wood.—J. & Co.
Rajaburi, Ger. ss., 1,189, G. Wendig, 30th July.—Bangkok via Swatow 21st July, Rice and Meal.—B. & S.
Blackheat, Br. ss., 1,710, Sherborne, 27th July.—Canton 27th July, Gen.—D. & Co., Ltd.
Borneo, Ger. ss., 1,344, F. Sembill, 21st July, —Sandakan 19th July, Timber.—M. & Co.
Catherine Apac, Br. ss., 1,730, A. Stewart, 24th July.—Singapore 18th July, Gen.—
D. & S. & Co., Ltd.
Cheang Chew, Br. ss., 1,213, E. Edwards, 25th July.—Singapore 19th July, Gen.—Chine.
Den of Crombie, Br. ss., 2,604, A. Low, 29th July.—Singapore 23rd July, Gen.—D. & Co., Ltd.
Derwent, Br. ss., 1,652, J. Jenki, 6, 26th July, —Saigon 21st July, Gen.—Man Fat & Co.
Elisabeth Rickmers, Ger. ss., 997, G. Götsche, 28th July.—Bangkok 19th July, Rice and Wood.—B. & S.

Empress of China, Br. ss., 3,046, R. Archibald, R.N.R., 25th July.—Vancouver, B.C., 31st July, and Shanghai 23rd July, Flour and Gen.—C. P. R. Co.

Hohenzollern, Ger. ss., 6,660, O. Kraest, 20th July.—from Genoa, Ballast.—M. & Co.

Holstein, Ger. ss., 5,085, A. Niejahr, 28th July, —Haiphong and Hoio 27th July, Rice.—J. & Co.

Hopson, Br. ss., 1,350, J. M. Hay, 27th July, —Sourabaya and Tjebelingo (Java) 17th July, Sugar.—J. & Co.

Agincourt, Br. ss., 2,768, S. H. Worsnop, 31st July.—Philadelphia 4th June, (the Oil—)
Gill & Co.

Germania, Ger. ss., 1,00, H. Juleg, 20th July, —Sydney 16th July, Coal.—S. & Co.

Tientsin, Br. ss., 1,227, J. Gibbs, 20th July, —Canton 29th July, Gen.—B. & S.

Prince Eitel Friedrich, Ger. ss., 5,001, E. Prehn, 31st July.—Hamburg 22nd June, and Singapore 27th July, Coal and Gen.—M. & Co.

S. Co.

Sungkiana, Br. ss., 1,683, C. H. Pennefather, 31st July.—Illoilo via Manila and Amoy 29th July, Gen.—B. & S.

Hue, Fr. ss., 705, Godin, 21st July, —Quang-chow-wan 30th July, Gen.—J. R. N.

China, Aust. ss., 3,855, R. Tomovich, 21st July, —Kmbe 2nd July, Gen.—S. W. & Co.

Vuensang, Br. ss., 1,128, P. H. Rolfe, 21st July, —Manila 28th July, Gen.—J. M. & Co.

Prinz St. Ismund, Ger. ss., 1,844, D. Lenz, 31st July.—Sydney 8th July, Gen.—M. & Co.

Doric, Br. ss., 2,016, H. Smith, R.N.R., 31st July.—San Francisco 1st July, Honolulu 8th, Yokohama 21st, Kobe 23rd, Nagasaki 25th, and Shanghai 29th, Mails and Gen.—
O. & O. S. S. Co.

Clearances at the Harbour Office.

Yikang, for Shanghai, —Princely Friend, for Shanghai, Feching, for Canton.

Aiguesou, for Hankow.

Borneo, for Kuala Lumpur, for Singapore.

Luci, for Quang-chow-wan.

Carl Dederichsen, for Haiphong.

Felching, for Canton.

Pavement, Arrived.

Per Signal, from Bangkok—Mr. Kardoes, and 105 Chinese.

Per Sungtang, from Illoilo, &c.—Messrs. Shaw and Ganley.

Per Yunnang, from Manilla—Messrs. C. E. Graham, F. T. Poyos, M. de Malpahaeas, A. Jonn Go Juan Co. R. Okuno, and 87 Chinese.

Per Nomsong, from Calcutta—Messrs. L. Boyd, and A. Slater, From Singapore—Messrs. J. W. Taylor, L. Legge, Sam Mong Hod, 543 Chinese, and 57 Indians.

Per P. E. Friedrich, for Hongkong from Genoa—Messrs. Offmann, C. Mayer, Thordsen, and Mr. and Mrs. F. Gaston, From Colombo—Mr. L. de Johnston, From Penang—Mr. Teo Swee Long, From Singapore—Messrs. L. Morgan Brown, S. D. S. Anderson, F. Fronowich, Hovda, and Dr. Wye, For Shanghai and Japan from Hamburg—Messrs. P. Paetz and Leissner, and Mr. and Mrs. E. Miller, From Antwerp—Mr. Kuang Tsheng Ping, From Southampton—Messrs. Yuch Thowell, Haynes, Cuttidge, K. Abe, T. D. Coulter, Mr. and Mrs. F. O. Stuart, Mr. and Mrs. Kimura, Mrs. Carter and child, Miss

Singleton and child, Mrs. Terment and children, and Mr. S. Sabister, From Genoa—Messrs. O. Müller, W. Schmidt, Fr. Kracke, Adelheid, Bergbiger, R. Horstheneke, T. Schumbus, Dr. Tada, A. Balthasar, S. Pitts, M. Lowe, Dr. Snowy, A. Seydel, Mr. and Mrs. Russell, Messrs. Schlageter and A. Westermann, Mrs. Sennhause, Mr. S. Oesterma and family, From Naples—Messrs. Deckins, G. de Rosa, Altico, Hisada, S. D. Yokoyama, From Port Said—Mr. Zimmermann, Mrs. Aitakoff and child, From Colombo—Messrs. L. S. Regine, P. Ponomareff, P. N. Daloi and R. Nagao, From Panang—Mrs. Kousi, and Mrs. Rosa Tokum, From Singapore—Mr. and Mrs. W. E. Sharp and servant, Mr. and Mrs. Turner Haripatsok, Mr. and Mrs. S. H. Kennedy, and 11 Japanese.

Homeward—14th July—Zieten, 19th July—Bantu, 25th—C. Ferdinandea.

Arrived at Home—14th June—Kotsrow, 15th June—Aegamnon, 21st June—Tschak, 21st June—Jason, Perla, 30th June—Schuykill, Trieste, Br. est Simon, Savona, 4th July—Roon, Novemba, 7th July—Louther Castle, 12th July—Laerles, Benvenuto, Tydeus, Dardanus, Diomed, 14th July—Bayern, Hud, 15th July—Isander, Polyxena, 19th July—Segovia, Andalucia, 21st July—Cleopatra, Dencillon, Prezenz, Sagami, Suavia, Abegrida, Whampoo, Fallodon Hall, Sicilia, Peona, 28th July—Calderon, Kinlack.

Mails for Canton, Samshui, Wuchow, and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Canton at 9 a.m. Mails for Namad, Sanhue, Kongmou, Kumchau, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m. No mail will be closed for Canton on Saturday evening.

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Mails.
MESSAGERIES MARITIMES
 FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
 SINGAPORE, BATAVIA,
 COLOMBO, ADEN, EGYPT,
 MARSEILLES, LONDON,
 HAVRE, BORDEAUX,
 MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."
 Captain A. Charbonnel, will be despatched
 for MARSEILLES on TUESDAY, the 8th
 August, at 1 P.M.

Passage tickets and through Bills of Lading
 issued for above ports.

Cargo also booked for principal places in
 Europe.

Next sailings will be as follows:-

S.S. SYDNEY..... 22nd August.
 S.S. ARMAND BEHIC..... 5th September.
 S.S. ERNEST SIMONS..... 19th September.

G. DE CHAMPEAUX,
 Agent.

Hongkong, 25th July, 1905.

[7]



To Let.

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.
 No. 1, RIFON TERRACE.
 FLATS in MORTON TERRACE, facing Polo Ground.
 OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
 GODOWNS: PRAVA EAST.
 Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 31st July, 1905.

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TO LET.

No. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 19th July, 1905.

[175]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 27th June, 1905.

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TO LET.

WITH IMMEDIATE POSSESSION:

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

[527]

TO LET.

S.HOP. No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—

S. BISNEY,

Hongkong Hotel.

Hongkong, 8th June, 1905.

[619]

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. GAS and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to—

H. RUTTON JEE,

No. 5, D'Aguilar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

[627]

For Sale.

TUBORG BEER.

FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 dozen pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

[57]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 7th March, 1905.

[50]

FOR SALE.

INCANDESCENT GASOLINE, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

Steamer marked (*) have no second-class passenger accommodation.

1 cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings.

Hongkong, 1st July, 1905.

[8]

TAI KWONG CO., 56, Lyndhurst Terrace.

Hongkong, 16th November, 1904.

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Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

[14]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
HANKS.				\$1,000,000 \$800,000 \$250,000	\$1,493,408	Div. of \$1.10/- and bonus of \$1 @ exchange 1/1/91 (= \$2.46 for second half-year 1904)	\$105
Hongkong & Shanghai Banking Corporation	90,000	\$125	\$125	\$200,000	\$41,768	\$2 (London 3/6) for 1903	London 80/-
National Bank of China, Limited	99,945	\$7	\$5				\$38 buyers
MARINE INSURANCES.				\$1,400,000 \$81,739	\$150,494	\$17 for 1903	\$315
Canton Insurance Office, Limited	10,000	\$250	\$50	\$60,000 \$151,092 \$362,166 \$371,445	Nil.	\$48 for year ended 30.4.1904	\$74 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25				
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000 \$1,850,000 \$20,000	Tls. 217,139	Interim of 7/6 1904	8%
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$177,749 \$803,111 \$700,000 \$1,000,000 \$218,093 \$54,211 \$1,200,505	\$2,078,997	\$35 for 1903	\$730 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60				
CHINESE FIRE INSURANCES.				\$8,832		\$12 and \$3 special dividend for 1903	\$172½
China Fire Insurance Company, Limited	20,000	\$100	\$20			\$6 dividend & \$1 bonus for 1903	\$85
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$339,047	\$34 for 1903	\$11%
SHIPPING, TUG AND CARGO BOATS.				\$26,160			
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$18,000 \$85,439	\$48,832	\$1 for 1904	5%
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000	Nil.	\$2 for year ended 30.6.1904	5%
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$300,000 \$158,444 \$120,000 \$241,150 \$3,999		\$1 for second half-year 1904	\$26½ sales
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10			12/- @ 1/10 = \$6.29.51 for 1904	\$93
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	\$18.50	\$10	Tls. 25,000 \$1,416	Tls. 41,762	Tls. 25 final making Tls. 41 for 1904	60 buyers
Do.	100,000	\$1	\$1	\$4,827		Tls. 41 final making Tls. 31 for 1904	50 sellers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$24,257	\$1,800	Interim of 1/- (Coupon No. 5) for 1904	33 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000	\$300	\$10 for year ending 30.4.1905	35 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,75	\$21,231		\$145
Taku Tug and Lighter Company, Limited	30,000	\$10	\$10	Tls. 26,000 \$26,679	Tls. 6,100	Final of Tls. 1½ making Tls. 31 for 1904	28 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$42,812	Final of \$15 making \$20 for 1904	220 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,987	\$3 for 1897	27 sellers
Perak Sugar Cultivation Company, Limited	7,000	\$100	\$100	Tls. 100,000	Tls. 1,635	Tls. 24 for year ending 30.9.04	68 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$40,000	\$7,820	Interim of 1/- (No. 4)	7½ buyers
Eastern Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G. \$672,093	Interim of 50 cents (gold) for 1905 (No. 5)	G. 517
Raub Australian-Gold Mining Company, Limited							